

# LAND USE

## Federal Lands

### Policies

- 1 Facilitate improved interagency communication, promote the exchange of information, and encourage resource sharing between Clark County and Federal land administering agencies through the following activities: research studies, NEPA impact analysis, public meetings, joint planning processes, environmental documentation, interagency agreements, and participate as a cooperating agency on projects which may impact non-federal lands within the County.
- 2 Provide opportunities for federal agencies to participate in the development of land use plans, master development plans, or other County policy documents that may impact federal lands.
- 3 Participate in land and realty actions deemed mutually beneficial to both local entities and federal land administering agencies which are consistent with federal land management plans. Support federal agencies in the acquisition of private lands for environmental protection and private in-holdings in federally designated areas.
- 4 Assist the BLM in identifying public lands appropriate for privatization within the land disposal area and assist in acquiring public lands necessary for local public purpose uses.
- 5 Work with federal agencies to ensure the protection of private property rights, compliance with local building and zoning codes, and citizen participation on land use decisions within Clark County.
- 6 Cooperate with the Air Force to reduce or mitigate development deemed incompatible with the mission of the military on and near Nellis Air Force Base, Creech Air Force Base, and the Nevada Test and Training Range. Support over-flights where necessary and encourage the Air Force to acquire public and private lands in proximity to critical operation centers to ensure compatibility with existing land uses near Air Force facilities.
- 7 Coordinate with federal agencies to ensure recognition of valid RS 2477 claims.
- 8 Coordinate with federal agencies, local governments, and regional service agencies to plan, construct, and provide connectivity to local and regional trail systems located throughout the County.

## Growth Management

### Community Design Policies

- 1 Implement land use planning principles that can change the current development pattern of urban sprawl to more compact urban forms, and improve the air quality by encouraging or creating alternative transportation modes (such as: walking, biking, and using existing or planned mass transit corridors). *Also, see: Volume 2 Transportation*
- 2 Pedestrian amenities and access should be encouraged in all development.
- 3 Design quality should be encouraged in all development.
- 4 Development approval should be conditioned upon screening between visual incompatibilities.
- 5 Development approval should be conditioned upon mitigation of identified land use incompatibilities.

- 6 Land use arrangements that provide adjacency of living and employment opportunities should be encouraged.
- 7 Site plan designs should be required to provide the maximum feasible protection to people and land uses sensitive to air pollution through the use of buffer zones such as barriers and /or distance from emissions sources. *Also, see: Conservation/Air Quality*
- 8 Encourage the development of safe crossings for bicycles and pedestrians for all street and highway projects in the plan area. *Also, see: Volume 2 Transportation*
- 9 Encourage transitional development to buffer environmentally sensitive lands from more intensive uses.
- 10 Encourage jobs/housing balance in land use plans.

### **Transit Orientated Development**

- 11 Promote the design of Transit Oriented Development (TOD) by encouraging moderate to high density development along any existing or planned regional transit systems.
- 12 Encourage the location, design, configuration and mix of uses within TOD's that are within an average of 1,320 feet walking distance from an existing or proposed transit system and from other TOD's.
- 13 Encourage TOD's that link land use with transit and promote compact development form that support existing or proposed transit systems to reduce sprawl, traffic congestion and air pollution. *Also, see: Conservation/Air Quality, Volume 2 Transportation*
- 14 Encourage TOD's having pedestrian attributes at the origin and destination points of each trip as an incentive for walking, biking, carpooling, or riding transit.
- 15 Encourage the location of retail facilities, parks, day care, civic services and proposed or existing transit stops at the center of each TOD to reinforce the opportunity to walk, or bike for many short errands, as well as combine trips with transit to other stops.
- 16 Encourage an increase in residential densities and commercial intensities around future transportation corridors (including rail, bus, and multi-modal systems as identified by the RTC) in order to reduce vehicle miles traveled and the number of vehicle trips. *Also, see: Volume 2 Transportation*

### **Neo-Traditional Design**

- 17 Encourage Neo-traditional design/pedestrian-oriented development that provide compact urban forms along transit corridors or town centers. These compact urban forms are made of moderate to high densities and intensities and the components required will support a mass transit system and improve air quality. *Also, see: Conservation/Air Quality, Volume 2 Transportation*
- 18 When promoting Neo-traditional design, New Urbanism or other non-traditional developments, encourage transitional uses adjacent to high compact densities and commercial cores to lower densities that will gradually blend into the natural context of the desert and promote pedestrian activities.

## **Community Districts Policies**

- 1 Unincorporated town boundaries should coincide with the furthest external boundary of Community Districts One or Two.
- 2 Continue to use Community District 6 as a mechanism to preserve open space and conservation areas within Clark County.
- 3 The ESL (Environmentally Sensitive Lands) area should be considered as Clark County's Community District 6.

## **Growth Management Policies**

- 1 Development of vacant parcels within serviced areas should be encouraged.
- 2 Maximum use of existing service capacities should be encouraged.
- 3 Coordination of development policies between entities should be pursued.
- 4 Land use patterns that result in the most efficient use of fiscal resources for installation, operation and maintenance costs of services should be encouraged.
- 5 Analysis of development sector impacts from any proposed development regulations should be considered prior to adoption.
- 6 Consider the cumulative impacts of new development and redevelopment on air quality.  
*Also, see: Conservation/Air Quality*

### **Infill**

- 7 Encourage the intensification of infill sites to be balanced with a strong sensitivity to protecting existing neighborhoods, encouraging pedestrianism, compact development and reduction of air pollution. *Also, see: Conservation/Air Quality, Volume 2 Transportation*
- 8 Encourage the implementation of infill development where existing land use patterns are considered underutilized and are subject to revitalization while providing mixed-use development.
- 9 Promote infill development to be integrated to the existing surrounding new development and provide opportunity for linking infill sites to existing or proposed transit systems.
- 10 Encourage the redevelopment of infill sites with new uses that allow them to function as walkable, mixed-use districts that support transit system

### **Mixed-use**

- 11 Encourage mixed-use development that locates complementary land uses such as housing, retail, offices, services, and public facilities within walking distance of each other.
- 12 Encourage mixed-use development projects that will address the interrelationship of industrial, commercial and residential by providing pedestrian connectivity and compact forms.
- 13 Promote mixed-use development that encourages the integration of new housing and retail and is less auto dependent.
- 14 Encourage mixed-use development that provides the ability to revitalize older commercial corridors with infill residential development.

## **Long Range Plan Policies**

- 1 Clark County will use economic, demographic and development trends to plan for, and provide public services and facilities.
- 2 Encourage the principles of Smart Growth including mixed land uses and infill development.